





Today's Advertisements.

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held in the Freemasons' Hall, Zealand Street, TO-NIGHT, the 26th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 26th February, 1898. [276]

THEATRE ROYAL CITY HALL.

A MATHEUR DRAMATIC CLUB.

WILL GIVE A THIRD AND FINAL PERFORMANCE OF

"THE DUCHESS OF BAYSWATER & CO."

AND "A PANTOMIME REHEARSAL."

(SATURDAY, the 26th February, 1898. Certain rises at 9 p.m. precisely.

PRICES: .....\$3, \$2, & \$1

Half price to the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the Theatre on and after THURSDAY, the 24th February.

Booking Office OPEN from 10 A.M. to 4 P.M. Late Trains quarter of an hour after fall of curtain.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 26th February, 1898. [288]

THEATRE ROYAL CITY HALL.

THE BROUGH COMEDY COMPANY, Under the direction of MR. ROBERT BROUGH.

GRAND OPENING NIGHT ON SATURDAY, the 26th March, 1898.

"SOWING THE WIND."

DRESS CIRCUS: .....\$1

FRONT STALLS: .....\$2

STALLS: .....\$2

BACK SEATS: .....\$1

Plan now OPEN at the Robinson Piano Co. Hongkong, 26th February, 1898. [317]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKAO. THE Company's Steamship.

"FOOCHO." Captain Blackbourne, will be despatched as above on MONDAY, the 28th instant at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th February, 1898. [306]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (D'RECT). THE Company's Steamship.

"LOKSANG." THURSDAY, the 2nd March, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th February, 1898. [314]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. THE Company's Chartered Steamship.

"NANYANG." Captain Lehmann, will be despatched for the above Ports on TUESDAY, the 1st March at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 26th February, 1898. [315]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND SINGAPORE.

THE Company's Steamship.

"OANFA." Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underigned before Noon on the 4th March or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 4th March, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 26th February, 1898. [1-w 316]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with cheap

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brand in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

DEATH.

At Hwaghen, province of Shantung, on the 1st of February, ASHLEY RODGER, son of Rev. C. W. and Anna S. Pruit, aged 58 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 26, 1898.

NOTES AND COMMENTS.

The share case is over at last, for which (with all other mercies) we are truly thankful. It was a case of great interest, because many people deal in shares and are in the habit of being careless and then suspicious. But it is not a case which can be profitably thrashed out any further in print. It teaches us nothing new; only a few old lessons, which have been well known from time immemorial but will never be learnt between this and doomsday.

We may sum up the lessons briefly thus:—As long as money exists, and as long as there are joint-stock companies, shares will be bought and sold by speculators for rise and fall, and legislation cannot do more than check extreme forms of share speculation. Men who leave their interests in the hands of others, without ever troubling much about the accounts, can never be quite sure that everything is correct. When suspicion arises, as it often does with or without cause, it is easy to fancy the proofs are complete when they are not. To reopen a closed account is an expensive process of law, and law is a costly and unprofitable luxury. And that is about all.

Our French neighbours, with their usual keenness of business acumen, are proposing to annex and colonise the Paracels and Amphitrite shoals, between Singapore and Hongkong. They would make a magnificent Eastern Empire to compensate France for the ever-increasing

table loss of India. They would provide remunerative employment for officials; they would afford scope for the disbursement of French national funds; they would lead to the manufacture of bushels of confidential documents, strategic secrets, etc., to be sold by military officers to foreign Governments. The great French nation has a wonderful amount of money; the fool and his money are soon parted.

The spirit in which the suggestion has been made is quite captivating in its magnanimity. Says the *Advertiser*—

These points would serve admirably as coaling stations and bases of operation for cruisers destined to prey on the commerce of the China ports.

How nice! Meaning British trade, of course. And what would we be doing all the time? SUFFER, DUPLICED, and their kind, in all ages of French history, have performed brilliant feats of this kind, trying to wreck British commerce; and what did it cost France? We deeply deplore the circumstances that compelled us to crush France several times, and strip her of her proudest possessions; but the circumstances were not of our making, and if we must do the same again, we must. Prey on, Messieurs, and Heaven help you!

If ever the unhappy day does come when French cruisers begin this preying process, it will become our painful duty to put Tonkin and Indo-China with Canada, India, Mauritius, and a few other places that never prospered until they became British. It is not right that all the work of reclaiming wildernesses should fall on the British; but it is remarkable how little is ever done by others. The *Advertiser* takes our evening contemporary to task for its severe comments on the administration of Tonkin, and says—

The Editor of the *China Mail*, having no knowledge of the subject, has had to draw freely on his imagination to tell us all about it.

The editor of our contemporary may be no wiser than he should be, but his information on Tonkin is unimpeachable, as the *Advertiser* itself shows by refraining from any attempt to traverse it. In fact our Hanol contemporary in another issue says:—

A Laos native, having exhausted his fortune in buying two elephants, came to Vien Chan to sell them as a small profit. *Halla-hall!* He had to pay half of the cost price (\$185) as duty. But the poor wretch only had three dollars in the world. He could not even get back with his animals to where he came from, for it would take more than three dollars to feed his elephant and himself on the road; and then he would be unable to get his \$185 returned. So the elephants are impounded by the Customs.

Well, is it likely that the Laos natives will go on trying to develop trade at this rate?

Moreover, any Laosian wishing to cross the border of the province has now to pay 20 cents. So they just stay at home, sit in idleness, and curse the French.

It would be better for France to start a regime of this kind on the Amphitrite Shoal. The cuttle-fish, clams, and bivalves will soon multiply to uncounted numbers.

Our French contemporaries will be furious if it is true, as reported by Reuters, that the whole of China's rivers are to be thrown open to navigation in June. This little intimation has a world of meaning. It means the permanent severance of China from her exclusiveness, with its attendant political rottenness and imminent danger of partition. It means the irrevocable implanting of the civilising and strengthening influence of international commerce in practically every part of the Empire. It means, moreover, that Britain as the defender of international commercial rights (and the greatest beneficiary) must have won the game that has been going on in Peking and Europe.

The opening of all China's waterways implies a good deal when the working results come to be considered. Vessels of all nations, and goods of all nations, can never be treated by official harpies as Chinese junks and Chinese-owned goods have been treated. The whole system of raising revenue and paying officials will have to disappear before the invasion of enlightened methods. All the illegal practices of mandarins will have to be abandoned as far as traffic is concerned. Truly it will be a glorious day for China!

Simultaneously we note, from Messrs. Wharlock & Co.'s trade circular, that the Shipping Conference has broken down, and the rates of freight between China and Europe are considerably reduced. This should mean a great stimulus to trade. If it lasts; though the Conference has broken down before, and came together again. Without going so far as to say we hope it will never come together again now, we must say it is to be hoped British ports will have at any rate as low freights as Continental ports, and we should like to see lower. We do not like cargo to be carried to or from Hamburg as cheaply as to or from London, and more cheaply than to or from Liverpool—especially if there is to be a boom in the China trade on the opening of the rivers.

The opening of the waterways will also affect the Imperial Maritime Customs materially. All the river customs will have to be either abolished or put under the control of foreign employes in the Chinese service. The remarkable staff controlled by Sir ROBERT HART already does valuable work which is not Customs work and ought to be done by the central or provincial Governments; but only on a small scale hitherto. Possibly the I.M.C. may gradually develop into a complete Civil Service, taking up all branches of administration one by one. From the collection of customs duties it is but a short step to inland revenue and every branch of national finance; from the lighting, surveying, embanking and general care of rivers, to a complete Public Works Department; from marine and riverine

traffic, to roads, bridges, railways; from the suppression of smugglers and pirates, to universal policing of the country; from the medical staff on the coast, to a national Board of Health; and so on, until the I.M.C. governs China for the Chinese. This is a dream, of course; but as Mr. Chamberlain said of Imperial Federation, "dreams come true, when they are made."

REUTERS' MESSAGES.

THE BRITISH PRESS ON THE ZOLA VERDICT.

The London Press is unanimous in the opinion that the sentence on M. Zola is a triumph of the Military over the Civil Power.

[It is more; it is a triumph of those who play on the name of patriotism to defeat reason and right, and to hide known iniquity.—ED. H.A.T.]

THE NEW CHINESE LOAN.

The guarantee for the new Chinese loan includes the pledged portion of the Customs and a part of the Lika.

[Farewell to Mandarinism!]

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.63 per £.

THERE will be an excursion to Macao by the *Tai-on* at 9 a.m. to-morrow.

TWO Chinese shopkeepers who pleaded guilty to the wasteful use of water were to-day fined \$3 each.

IN consequence of the illness of the Hon. H. E. Wodehouse, Capt. Ho-fing, R.N., occupied the bench at the Magistracy to-day.

THE Amateur Dramatic Club's performance of "The Duchess of Baywater & Co." and "A Pantomime Rehearsal" at the Theatre Royal to-night commences at 9 o'clock sharp.

A CONTRACTOR who had opened up some 70 yards of Bonham Street and neglected to place a light there at night time was to-day prosecuted by P.C. Diamond and fined \$10 for his remissness.

ONE of the matchless occupied by a detachment from the King's Own Regiment, at Kowloon, was seriously damaged by fire last night, and a quantity of clothing and accoutrements were destroyed before the flames were extinguished.

THE Commandant regrets to inform the members of the Hongkong Volunteer Corps that, in consequence of a difficulty about the seating accommodation, it has become necessary to cancel the order for a church parade at St. John's Cathedral on Sunday, 27th inst.

A COURT martial was held on board H.M.S. *Powerful* to-day, the prisoner being one of the ship's boys charged with striking a superior officer. Capt. King Hall (H.M.S. *Edgar*) presided and the other officers forming the court were Comdr. Kingsmill (H.M.S. *Archer*), Gunsmoore (H.M.S. *Humber*), Henderson (Navy Yard) and Taylor (H.M.S. *Tamar*); Mr. V. Lawford, Comdmr.'s Secretary, acted as Judge Advocate. The prisoner pleaded guilty and was sentenced to be imprisoned with hard labour for eighteen months, to receive twenty-four strokes with the birch and to be dismissed from Her Majesty's service. The constant recurrence of this class of offence, both on vessels at home and abroad goes to show that the naval recruiting officers pick up some very tough characters when "heading" the sea-port towns of Great Britain for material for the Navy.

A DISGRACEFUL scene occurred at Liberty, Missouri, when William Carr, who recently murdered his youngest child, was publicly hanged outside the city prison. A large crowd of sightseers witnessed the execution, which was photographed by a cinematograph apparatus. Immediately afterwards a gang of roughs hired by the cinematograph speculators, rushed at the gallows, yelling and booing and attempted to mount the steps and fight with the sheriff's guards. The whole crowd becoming excited followed the example of the roughs and the gallows was soon surrounded by a howling mob of men, women, and children crying, shrieking, laughing, and fighting, and apparently enjoying themselves. This gruesome spectacle, as reproduced by the cinematograph, will be exhibited all over the United States, and will probably bring in thousands of dollars to the speculators.

MESSRS. WHARLOCK & Co.'s Coal Market Report, dated Shanghai, 21st February, says:—Japan.—The list of arrivals shows a very large quantity of Co. imported during the last three weeks, and from Japanese sources we understand that the last 15 days of coal for sale, yet in face of these facts prices have been well maintained for 1st class, though for inferior kinds there is very little demand. Cardiff.—For local consumption there is not much doing beyond sales of small quantities among natives. A large bulk has been done in cargoes "to arrive" for Government requirements, at prices averaging 12s. 17d. per ton. The only arrival has been the *Amarna* on the 7th instant with 4,385 tons, sold to arrive. Sydney Wellington.—A late demand still exists for this description, but we do not know whether a cargo could be obtained at recent prices. The *Arlio* arrived on the 11th inst. with 1,350 tons, sold to arrive at 12s. 15d. Quotations.—The undermentioned figures are based on the most recent settlements for cargoes to arrive and do not represent the present market rates for coals in stock, which fluctuate with the supply and demand.—Cardiff, ex Godova 12s. 17d. per ton. American Anthracite, ex Godova 12s. 15d. per ton, nominal. Sydney Wellington, steamers cargo, ex Godova 12s. 15d. per ton, nominal. Japan 12s. 15d. @ 4.50 per ton.

INSPECTOR Hennessey raided a West Point gambling house last night, and the result was that he landed no less than twenty full-blooded taster players in No. 7 Station. Capt. Hastings to-day fined the chief defendant \$3; and the others were each ordered to pay a fine of \$2.

FOUR rival boarding house keepers from West Point were charged by Inspector Hennessey to-day with disorderly conduct. A couple of baskets full of broken crockery were produced in Court in evidence and as the defendants all "owned up" and did not dispute the charge they got off with fines of \$2 each.

THREE Chinese were to-day charged at the Magistracy with having stowed themselves away on board the steamship *Devaonagiri*. Two of the men, who came from Swatow, said they had bought tickets and lost them and Capt. Hastings fined them \$3 each. The third prisoner who came from Bangkok was ordered to pay a penalty of \$7 or go to gaol for fourteen days.

SHORTLY after the attempted assassination of the Tsarvich at Otsu in 1897, the report was circulated that a Russian Orthodox Church would be built as a memorial to his Royal Highness's deliverance from the hands of the assassin. The report is now revived. According to a report in the *Osaka Shinbun*, an offer has been made by some missionaries in Kyoto, through a Japanese, for the purchase of a site on which three houses now stand. The price offered, it is said, was 35,000 yen, but the owner is holding out for another 10,000 yen, and it is thought the property will change hands, the nominal purchaser being a Japanese. The *Osaka Shinbun* bids its readers to bear in mind that if they see a lolly church erected in the very centre of the Sacred Empire, it is the act of traitors, and if the report be true, it says, the evil-doing iron hammer should be brought down heavily on their heads. Who are they, it asks, who are ready to sell their country to count the favour of Russians? In view of the approaching operation of the new Treaties, says the *Kobe Chronicle*, the paragraph, however trustworthy it may be as to the actual proposal, supplies an instructive comment as to the attitude of the people of the interior as regards the opening of the country to foreigners.

THERE was a large audience, including a number of ladies, in the Chamber of Commerce, City Hall, this afternoon, when Mr. W. V. Drummond delivered a lecture under the auspices of the Old Volume. So early on "The Secret of the British Empire." H. E. Major General Black presided, and in a few characteristic remarks introduced the lecturer. Mr. Drummond, who had a very cordial greeting, opened his lecture with an anecdote of the young lady who, being about to "speak a piece," applied to a professor for advice and was advised to "saturate" herself with her subject. Said subject happened to be "Drink." Mr. Drummond said that he began to take an interest in his present subject some 20 years ago and ever since that interest had become greater and greater, and his mind was saturated with it. He then proceeded to deal with the growth of the British Empire and said to his justification for the use of the word "secret" in the title of his lecture. His legitimate subject was the way in which the British Empire was kept up, and he then gave an eloquent address on the main subject of British justice. The Privy Council was specially referred to as being the great Appellate Court of the Empire and the lecturer particularly alluded to the recourse had to this court by people in all parts of the vast British dominions and the lecturer expressed surprise that so potent a factor in the nation's greatness had not yet received full attention from authors of the day. Mr. Drummond was heartily applauded from time to time and at the conclusion of his lecture, Messrs. Granville Sharp, J. J. Francis Q.C., and E. Robinson and Colonel Eldale spoke on the subject at length and a vote of thanks was on the motion of the Chairman, accorded Mr. Drummond for his very interesting address. We will publish a full report on Monday.

IN the Probate, Divorce, and Admiralty Division, before Mr. Justice Barnes, sitting with Tindley Masters, the Neptune Salvage Company (Limited) and others brought an action against the owners of the *Glenlyon*, her cargo and her freight, arising out of the above collision. Mr. Justice Barnes, in making his award, in the above case said that this was a salvage case of unusual importance. When the *Glenlyon* was first come up with she was in great danger of sinking, but she had come to the conclusion that, though the master, passengers, and crew were compelled to leave the ship for their own safety, it was not their intention to abandon her if assistance could be obtained. It was owing to the prompt and careful assistance of the *Hermes* and *Nerva* that she was put in safety. These vessels were always kept at Gibraltar with steam up day and night, and with a full crew and divers and complete salvage appliances on board at very great expense, for the sole purpose of rendering salvage services to life and property on the basis of "no cure, no pay" and, though frequently unemployed for long periods, extending sometimes to twelve months, were always ready to put to sea at the shortest possible notice. There were no other vessels in the vicinity, which would have rendered the services required; and had they not had their steam up there could be no doubt that the *Glenlyon* would have sunk and become a total loss. It was only right that people who kept and maintained such vessels as the *Hermes* and *Nerva* should be well remunerated, and he had decided to award in this case the sum of £19,000, with costs, saving the owners of each vessel £5,000. As to the claims of the owners of the tugs *Hermes* and *Nerva*, he considered that the *Glenlyon* could have been saved without their assistance, but for what they had done he thought they were entitled to £200 between them, with costs. Judgment accordingly for the plaintiffs for £19,000, with costs.

THE Public Mining Co., Ltd.

The Public Mining Co., Ltd. has the pleasure to announce that the shareholders of the above company, who are entitled to attend the annual meeting of the company, will be held at the offices, 9, Praya Central, at 2 p.m. to-day. Mr. D. Gillies presided and there were also present Messrs. W. R. Loxley and J. H. Lewis (directors), J. B. Duncan (Secretary), B. B. Bhabha, Capt. T. D. W. C. G. G. T. Vetter, J. M. E. Macdonald, and J. K. Michael.

The Chairman said:—Gentlemen, the report having been laid before you for some days, we will now take it up. The returns for the twelve months ending 31st December are not satisfactory, we anticipated owing to our recovery of payable ore having been almost worked out, so that during the last three months we had nothing better to pass through the mill than the old headings left by the Chinese who were at work on the *Jalle Mine* many years ago of these we have crushed about 300 tons a month which yielded from 200 to 350 ounces of smelted gold, barely enough to cover the working expenses. Early last year it was decided by the Board to discontinue the August Shaft, with a view to proving the value of our reefs at greater depth, and work was commenced to put the upper part of the shaft in proper order, and to make such alterations to the pumping arrangements as were deemed necessary. A sinking was commenced on the 15th April and completed to a depth of 245 feet by the 27th day of August. A down-cast shaft was then sunk to a depth of 300 feet level, so as to intersect the lower part of the East and West reef, but the progress made with the down-cast was rather slow owing to the rock being very hard and difficult to blast. On the 18th inst. a telegram was received from Punoque advising that the cross-cut was now beyond the line of the reef, the lode being much split up with many leaders which appear to be running Eastwards to the North and South lode. Quartz is also coming in the face of the North

KOWLOON is likely to lose its popularity as a residential suburb if some of the Chinese there are not taught a small lesson as regards Sanitary matters. At the Magistracy to-day Sanitary Inspector MacDonald charged Kat Cheong with neglecting to empty what are euphemistically called "rumps" belonging to matchless opposite Knottford Terrace. The Inspector and the Sanitary Board officers had cautioned the defendant several times regarding his neglect and to-day he gave Capt. Hastings the very thin excuse that he was unable to keep the sumps empty owing to the rain. His Worship failed to appreciate the excuse and defendant was fined \$15.

An enquiry was held by the Harbour Master (Hon. R. Murray Rumney, R.N.) yesterday regarding the collision between the steam launches *Dahle* and *Heron* at Kowloon wharf on the 22nd inst. Mr. E. W. Lungle, of the Victoria Dispensary, gave evidence that the *Dahle* was leaving Kowloon No. 5 Wharf at 4.30 p.m. and that as they got opposite No. 2 wharf the *Rising Star* was turning between the wharves to pass under the *Dahle's* stern. The *Heron* was then on the *Dahle's* starboard bow, 100 yards away. The *Dahle's* coxswain sounded his whistle and the *Heron* ported her helm. The latter launch struck the *Dahle* amidships and the *Goulding Star* towed her in to the wharf. The master of the *Heron* said that he had the *Dahle* on his port bow and the *Goulding Star* on his starboard. He blew his whistle to the *Dahle*, she answered and he went astern. The *Dahle* came up and he ran into her. He did not give way to the *Goulding Star* because both vessels were going to the wharf and they would have cleared each other. The *Heron's* coxswain said that he saw there would be a collision because the *Dahle* did not give way, and he could not go to port on account of the *Rising Star* coming round the *Dahle's* stern. The Harbour Master found that the *Dahle* was solely to blame for not giving way to the launch on her starboard side, instead of which he blew two whistles and thought that absolved him from observing the rules of the road. The Certificate of the master of the *Dahle* was suspended for two months.

MESSRS. WARNER, BARNES & Co.'s report, Manila, 16th February, says:—Coals: Arrivals are Brit. str. *Gulf of Mexico* with Australian Consumers.—Business has been done in Australian, 1,000 tons changing hands at \$12 landed terms, but owing to weakness in Exchange the market is now a little firmer. Japan—nothing. Petroleum: Early @ \$4.4375 for American, and \$4.25 for Russian, per case. Hemp: After the date of our last Circular, Dealers continued their policy of holding steadily to their arrivals, in the belief that the moderate receipts expected for some time, would eventually enhance values. A few settlements were made from day to day, commencing at \$8.50 for cargo on the basis of Current, and gradually hardening in price. Yesterday, with better home news values hardened suddenly, and considerable settlements were made of Hemp generally, and of Albany cargo at \$8.75; on the basis of Current with 20 per cent. ends and reds at allowances. The market closes very firm with seemingly more buyers than sellers.—Sugar: Manila Extra (about No. 9 D.S.) supplies continue scarce, nominal quotations @ \$4.3750 nothing offering. Lollo: The market continued quiet for some time after date of our last Circular and good settlements were made on the basis of \$3.75 for assorted in 3. A sudden advance has taken place during past few days caused by a better tone in Home markets and a strong revival of Japan demand. Business was done at \$4.40, and at date of last telegraphic advices \$128 was being paid for assorted in 3. The uncertain weather, which is still too wet for milling, is delaying arrivals from the Hacienda, and will probably reduce the final output of the crop. We make our quotations to-day as follows:—Manila Extra Sugar (abt. No. 9 D.S.) \$4.375 per picul first cost, and exchange 7/10 = \$4.17 6 per ton f.o.b. Yellow Superior Sugar \$4.12 6 per picul first cost, and exchange 7/10 = \$3.93 6 per ton f.o.b. c. b. Freight by rail to U.S.A. are somewhat easier @ \$4. for Hemp and \$5 for Sugar, gold. By Salter to U.K. \$4.6 per ton of 50 cwt. Steamer freight to U.K. are considerably weaker, 45/- per ton is offered but no takers at this. Local charters are reported to be the steamers Jacob Diederichsen, and Haitian, Lollo to Hongkong full cargo of Sugar @ 24 cts. per picul and Timorid, Lollo to Yokohama @ 35 cts.

THE PUNJON MINING CO., LTD.

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. McMillan.	YOKOHAMA, KOBE and MOI.	WEDNESDAY, 9th March, at 4 P.M.
TOSA MARU C. Hillcoat.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	THURSDAY, 17th March, at 4 P.M.
YAMAGUCHI MARU S. Kawamori.	KOBE and YOKOHAMA.	THURSDAY, 17th March, at 4 P.M.
IDZUMI MARU R. Nanome.	BOMBAY, via SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO.	TUESDAY, 22nd March, at Noon.
KAMAGAWA MARU J. Mackenzie.	KOBE and YOKOHAMA.	WEDNESDAY, 23rd March, at 4 P.M.
*RIOJU MARU A. E. Moses.	SEATTLE, WASH., via KOBE and YOKOHAMA.	THURSDAY, 24th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities to the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 23rd February, 1898.

[6]

## J.-J. CARNAUD, 3, rue d'Argout, PARIS.

TIN BOXES  
STAMPED ARTICLES  
FORMILITARY  
EQUIPMENT

Apply to Messrs. DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co, Paris

CARBOLINEUM-AVENARIUS  
USED FOR OVER 25 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damages.

Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1897. [19]

DUMINY & CO  
CHAMPAGNE  
EXTRA DRY

Carte D'Or 800  
Sillery  
Demi Sec  
Carte Blanche  
Chateau de  
Charmilles

Apply to  
Messrs. DODWELL, CARLILL & CO.,  
HONGKONG.  
AGENTS FOR  
M. OPPENHEIMER & Co., Paris.

## THE MICASTOS FACTORY.

Mr. C. HOLDSWORTH,  
Superintendent at Works,  
Saskatoon Road,  
Hongkong.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—  
55 cts. per superficial square foot for boilers.  
35 cts. " " " " steam pipes.  
Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at \$1.05 per superficial square foot.

A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ten tons \$100 per ton F.O.B. or in smaller quantities at \$6 per cwt. F.O.B.  
All works will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 11th February, 1898. [240]

## Masonic.

ZETLAND LODGE,  
No. 535, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on TUESDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 23rd February, 1898. [394]

VICTORIA CHAPTER,  
No. 535, E.C.

A EMERGENCY CONVOCAION of the above CHAPTER will be held in the FREEMASON'S HALL, Zetland Street, on WEDNESDAY, the 2nd March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 24th February, 1898. [395]

## Hotels.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.  
F. BOHM,  
Proprietor & Manager.  
Hongkong, 1st April, 1897. [31]

I SAY! HERE'S SOMETHING GOOD.  
THE OLD MAN'S ON DECK AGAIN  
AT  
THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS  
TARIFF?

BREAKFAST	0.55
Tiffin	0.75
Dinner	1.00
5 MEALS DAILY (Monthly Rate)	40.00
1 Dinner	15.00
1 Dinner	20.00
Tiffin & Dinner	30.00
BREAKFAST & Tiffin	25.00
BREAKFAST & Dinner	28.00

BEST OF VIANDS SERVED IN THE  
BEST OF STYLES.  
J. E. GOODCHILD,  
Manager.

## Shipping.

## STEAMERS.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship

"AIRLIE."  
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 5th March, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A daily qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 18th February, 1898. [397]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, via STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship

"OOPACK."  
Captain J. Barber, will be despatched as above on or about the 24th March.

For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 24th February, 1898. [398]

## Shipping.

## STEAMERS.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN."  
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 16th February, 1898. [311]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).  
THE Company's Steamship

"KWEIYANG."  
Captain Outerbridge, will be despatched as above on MONDAY, the 28th instant, at 4 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th February, 1898. [379]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.  
THE Company's Steamship

"NESTOR."  
Captain Argill, will be despatched as above on TUESDAY, the 1st March.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th February, 1898. [367]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."  
Captain R. Cass, will be despatched as above on TUESDAY, the 1st March, at noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 24th February, 1898. [310]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship

"ZAFIRO."  
Captain Cobban, will be despatched for the above Port on TUESDAY, the 1st March, at Noon.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 25th February, 1898. [313]

## "MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship  
"PATHAN."  
Captain Day, will be despatched as above on or about TUESDAY, the 1st March.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 22nd February, 1898. [393]

FOR NEW YORK, via SUEZ CANAL.  
THE Steamship

"LYDERHORN."  
Captain Hammer, will be despatched as above on or about the 1st March.

To be followed by the  
S.S. "QUEEN MARGARET," on or about 15th April, 1898.  
S.S. "ATHAN," on or about 10th June, 1898.  
S.S. "CHARGEARN," on or about 30 June, 1898.

For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 23rd February, 1898. [113]

## MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.  
THE Steamship

"GAZEER."  
Captain Bailey will be despatched as above on SATURDAY, the 12th March.

S.S. "LENNOX" ..... about 12th April.  
S.S. "ATHAN" ..... 20th April.  
S.S. "ENERGIA" ..... 5th May.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 23rd February, 1898. [63]

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
STRAITS, CEYLON, MEDITERRANEAN  
PORTS, ANTWERP, BREMEN AND  
HAMBURG.

THE Company's Steamship  
"CREPOLD."  
will be despatched as above on or about the 15th March.

For Freight or Passage, apply to  
MILCHERS & Co.,  
Agents.  
Hongkong, 15th February, 1898. [355]

HEAD OFFICE  
AND  
MANUFACTORY.

The Lion Brand,  
Wanchai, Bowring.

SPECIAL PAINT  
Without Competition.

ORDINARY CEMENTTIGHT—For Buildings  
of Stone, Brick and Plaster of Lime, Cement,  
&c., &c.

CEMENTTIGHT OIL PAINT, No. 1—Advantageously used for all Metallic Works,  
steamers, &c., &c.

CEMENTTIGHT OIL PAINT, No. 2—Made with re-soluble Colours, for all applications.

CEMENTTIGHT OIL—For protecting Wood  
from White Ants, Damages, &c., &c.

BARRETT & Co.,  
Agents for CHINA and JAPAN.  
Hongkong, 18th February, 1898. [39]

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Sachsen ..... Tuesday ..... 1st March.  
Bayern ..... Wednesday ..... 30th March.

Prins Heinrich ..... Wednesday ..... 27th April.  
Prinzess ..... Wednesday ..... 20th May.

Sachsen ..... Wednesday ..... 22nd June.  
Bayern ..... Wednesday ..... 20th July.

Prins Heinrich ..... Wednesday ..... 17th Aug.  
Prinzess ..... Wednesday ..... 14th Sept.

Sachsen ..... Wednesday ..... 12th Oct.  
Bayern ..... Wednesday ..... 9th Nov.

Prins Heinrich ..... Wednesday ..... 7th Dec.  
Prinzess ..... Wednesday ..... 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 26th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than 42.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
MILCHERS & Co.,  
Agents.  
Hongkong, 2nd February, 1898. [301]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship  
"COROMANDEL."  
Captain F. N. Thillard carrying Her Majesty's Mail, will be despatched from this Port on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 21st February, 1898. [6]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Olympia | 1,691 | T. H. Dobson ..... Mar. 8.  
Columbia | 2,605 | A. Gov ..... April 8.

Tacoma | 2,549 | A. Dixon ..... April 26.  
Victoria | 3,167 | J. Truebridge ..... May 17.

ALSO  
FOR PORTLAND, OREGON,  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Bramar | 3,601 | E. Porter ..... Mar. 15.  
Mogul | 3,054 | W. H. Wright ..... Mar. 29.  
Argyll | 2,907 | W. Ward ..... May 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodations. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK ROUTE. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £43.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Societies.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

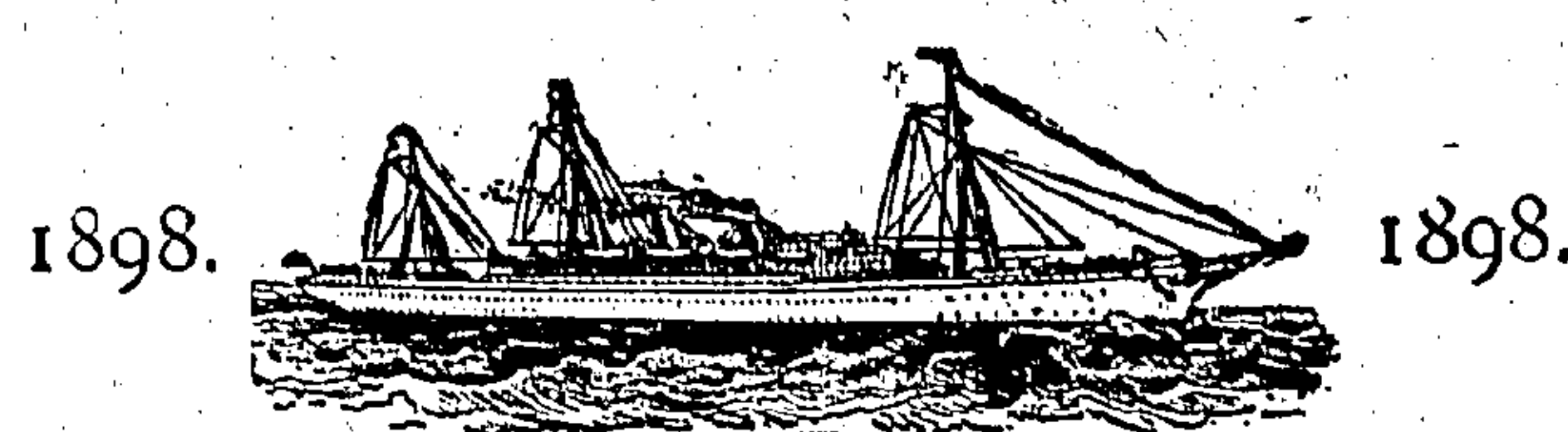
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 15th February, 1898. [4]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 16th Mar., 1898.  
EMPEROR OF CHINA.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 6th April, 1898.  
EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street.  
Hongkong, 22nd February, 1898. [13]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 12th March, at Noon.

Gaika (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 31st March, at Noon.

Dorle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 19th April, at Noon.

THE Company's Steamship  
"COPTIC"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 12th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 22nd February, 1898. [5]

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S GENUINE  
COMPOSITION RED LEAD BRAND,  
HARTMAN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR LAUNCHES,  
&c., &c.